

FLORENCE M. KING.

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THE FLORENCE.

With the exception of the Polytechnic, the Florence is the youngest dramatic society in Brooklyn. It has nevertheless had an eventful career—It has produced three original plays, written by its memers, and all of which were successful. The one most remembered is "A Summer Bluff." The Florence was the first society to produce "A Glimpse of Paradise." "Arabian Nights" and "On climpse of Paradise, "Arabian Nights" and "On braught." Other notable performances have been Pygmalion and Galatea. "The Russian Honey-toon, "David Garrick," "Sunset," "The Private ceretary, "Young Mrs. Winthrop," "Hazal cirke," "Through Other Eyes" and "Esmeraida, The principal members of the dramatic corps are F. Delion, Harry C. Edwards, Augustine elrichs, Harry J. Stockman, F. S. Brady, Maurice be Lavant, Charles Cortis, W. I. Hopkins, Dr. turgiss, W. W. Waters, Charles King and A. P. Jonkir, and among the women, Miss Hortense looth, Miss Grace Nevrins, Mrs. H. J. Stockman, drs. Florence King, Mrs. A. K. Root, Miss Minnle redefricks, Miss Dorothy Dearborn, Miss Mamie cloat, Miss Edith Kennedy and Miss Marion Standy.

Shoat, Miss Edith Kennedy and Miss Marion Stanley.

The first board of officers consisted of H. P.
Stevens, president; Frank Mittiner, treasurer;
Clement B. Ashbury, secretary, and the presidents
since have been Charles H. Dow, Ronald Taylor and
Frank Sittig. For the coming season the following boar of officers has been elected, and at the
same time a high compliment was paid to one of
the society's most popular, energetic and genial
members, that is, in settling upon Roland Taylor
to occupy the president's chair for the third term.
The other officers are Edward Ashforth, vice-president, Lorin Anderson, secretary; A. P. Dunkly,
treasurer; H. P. Stevens, R. W. Bainbridge, R. G.
Haydock, M. H. Murray and C. M. Nevins, Board of
Trustees; A. P. Dunkly, chairman of the Dramatic
Committee, Frank B. Van Wort, chairman of the
Reception Committee; Gardiner Pattison, chairman
of the Membership Committee, and J. F. Dallon,
editor.

of the Membership Committee, and J. F. Dallon, editor.

Among the prominent workers are Clement Asbury, Frank Sittig, C. H. Dodge, W. J. Baugher, A. C. Pliss, D. Peacock, W. A. Rumsey, Howard Wood, D. C. Bowne, jr., Fred E. Crane, F. J. Fay, B. F. Jayne, G. B. Van Wort, F. H. Wood, Arnold Davidson, W. F. Root, Mrs. Holliday, Miss Brainbridge, Miss Crandail, Miss Walling, Miss Rodell, Elmer Fletcher and Mr. Paynter.

The Florence was organized in 1888, and its growth has been remarkable. Within a short time after its organization the limit mark in its membership was reached and a waiting list established. A conservative joiley has always been rigidly enforced in the selection of members, so that to-day its membership consists chiefly of society people living on the Hill. Its social side has been one of its chief attractions. Their dances and musicals have tended to bring members and their friends together, while the dramatic performances at the Criterion Theorem have always been of a high standard.

Miss Hortense Booth, appeared first, with the

sences at the Criterion Theatre Buve as with the fa high standard. Miss Hortense Booth appeared first with the Miss Hortense Booth appeared first with the lorence in November, ISM, as Annie Babicomb in Cluttle Toddlekins, and later on in "Our Amelian Cousin," Barbara, "Arabian Nights, "Amelian Cousin," Barbara, "Arabian Nights, "Amelian Rehearsal, "School," "Young Mrs. Winhop, "Randall's Thumb, "The Chimney Corner, "Our Regiment" and the "Cricket on the care.

"Our Regiment and the hatter with the state of the bar with the state of the company. Up to last April Mr. his had played twenty-nine different parts, ry C. Edwards gave his initial performance overhear 14, 1886, as Professor Lobella in Wins." Since then Mr. Edwards has applied to the player being the on November 14, 1889, as Professor Lobella in "Love Wins." Since then Mr. Edwards has appeared twenty-seven times, the plays being the



HARRY C. EDWARDS.

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following: "The Liar," "Sunset," Russian Hontymoon, "Delphine," An Amateur Rehearsal,
"Our American Cousin," "Married by Proxy,
"Glimpse of Paradise," "Betsy," A Game of
Cards, "Chiselling," "Pygmalion and Galatea,"
"A Summer Bluff, "Barbara, "Arabian Nights,"
"Bow Bells," "Young Mrs. Winthrop," Debt,
"Randall's Thumb, "Salmon's Asolrations," "On
Change and "Lend Me rive Shillings.

Atthur P. Dunkly made his debut on April 20,
180, as David, in "Woodcock's Little Game."
Since then he bas played in "Bow Bells," "Debt,"
"Mita's First, "Randall's Thumb, "Salmon's Aspirations," "Scrap of Paper," "On Change," "Chimthey Corner' and "Our Regiment." Mr. Dunkly
Ceterves success, for he is not alone a worker, but
a worker with a heart in what he is doing. He is
on the Press Committee and the Dramatic Committee, but is never too busy to attend to the aftain of the Florence.

THE POLITECHNIC.

THE POLITECHNIC. hat dramatic association, the Polytechnic is the haby of the list. The members are a dashing set of young men, of almost any and every style of physical and intellectual proportion. Brooklyn believes in them, and they believe in themselves. Their busy times are along about the Christmas holidays, when they are starting their rehearsals



MR. FRASER

MR. FRASER.

for the light opera which they produce for three successive nights some time in the following March at the Academy of Music.

The entire burden of the performance and the night of the performance and the product of it, from a finan hal and an artistic standpoint, rests upon the Executive Committee and their friend and coach, 'tenry Gaines Hawn. Mr. Hawn does not come into the work until they are ready for rehearsals, and there is a vast amount to do before that day arrives. First there is the selection of that day arrives. First there is the selection of the operatia. They are willing and anxious to patronize amiteur talent. Any autico. Say yet unknown to fame may make his first oow to the public through the Polytechnic boys, if he can bring his work up to their standard. But there is no "pull" or favoritism about their selections. and they "turn down" the composition of one of their own members just as relentiessly as they would that of a perfect stranger.

The aspirants for fame is composers send their

plays to the Executive Committee of the Polytechnic Dramatic Association. This committee is composed of five members: Sterling Sherman Beardsley, president: Townsend Cocks, vice-president; Frederick Taylor Sherman, jr., sceretary; Paul Bonynge, treasurer, and Andrew Henry Haight. When the time arrives in which they are to decide upon a play, the Executive Committee meets, and the play or plays, if they have time for more than one at that sitting, are read, discussed and a secret ballot is cast, which proceeding is continued until they have agreed upon a play. They handle the young author tenderly and wait a respectful time before giving him a refusal, even if it has been evident from the first few pages of his composition that they cannot accept it. This Executive Committee of the Dramatic Association of the Polytechnic, like all posts of honor, is one of a great deal of hard work. They rehearse and go over and over their parts until they are not alone' letter perfect," as the actor would say, but until "they are casy in their lines."

Last season the Polytecanie boys gave "Mt.

BLAMED FOR THE ACCIDENT.

ENGINEER AND FLAGMAN HELD FOR

THE CROSSING MISHAP AT CONEY

ISLAND CREEK.

THE RAILROAD COMPANY BAILED OUT THE

FORMER—THE LATTER SAYS HE WAS OFF

DUTY WHEN THE PATROL WAGON

WAS RUN INTO AND A

POLICEMAN KILLED.

The police of Coney Island were busy yesterday investigating the accident which occurred at 11:15

their lines."

Last season the Polytecanic boys gave 'Mt. Funch, of Toydom Town.' Mr. France, in the title part, was grotesque. Mr. Tauchert, who took the part of Pierrot, was graceful and picturesque. Mr. Seaman, as the Doctor, was true to art. Mt. Mackay had a pleasant voice for an ogre, but lots of people say that Mr. Burns, as Bridget, was the



MR. BURNS.

hit of the evening. No man ever gets to a "lace where he cannot see heights above him that he would like to reach, and Mr. Sheldon went up stairs three at a time from the place given him as the author of "Cupid and Psyche" in the production of his "Mr. Punch, of Toydom Town." Although this is a masculine gender dramatic association, it must not pass unnoticed that the muslo of "Mr. Punch, of Toydom Town" was by a woman. Miss Frances Green. She pleased the Polytechnic, so she could not have been far out of the way.

he way. Under the roof of what is known as the Poly-echnic Institute, in Brooklyn, more than 700 country and hove are receiving instructions. Of technic Institute, in Brooklyn, more than 76 young men and boys are receiving instructions (this number about 100 ace "college boys. From their ranks the plays produced are cast. There no limit to the east, they usually having had about 150 in the chorus. The coming season is the seventh of the Polytechnic Dramatic Association.

IN BROOKLYN ARMORIES.

ITEMS OF INTEREST TO MEMBERS OF THE SECOND BRIGADE.

THE 23D IN A FAIR WAY TO BREAK THE RECORD FOR THE NUMBER OF MARKSMEN-CAP-TAIN COULSTON OPPOSES THE

SAVAGE RIFLE. The 23d Regiment is in a fair way to break the

Brooklyn record for qualifying men as marksmen. All the members of the regiment except about fifty have qualified already, and there is a good prospect of these qualifying. Captain G. W. Coulston, inspector of rifle practice of the regiment, is authority for the statement that no Brooklyn regiment has ever accomplished this yet.

Saturday was an "off day," and, owing to the blustering weather, few of the members of the 23d went to Creedmoor. The scores were poor because of the wind. They were as follows: Captain Hamlin, 158; Sergeaut Howard, Company I, 158; Private lin, 158; Sergeant Howard, Company I, 158; Private Lugin, Company B, 157; Lieutenant Hong, assistant inspector of rifle practice, 155; Sergeant Stafford, Company G, 149; Private Class, Company H, 148; Bergeant Beckwith, Company B, 136; Sergeant Cook, 128; Commissary Rau, 113.

To-day is supplementary day for all the regimentary in Landon Pays a big growth is expected.

ments. As it is Labor Day a big crowd is expected

at Creedmoor.

Captain Coulston, who was formerly inspector of rifle practice for the 1st Regiment, still retains faith in the old-fashioned high-trajectory rifles, and is much opposed to the selection of the Savage

gun. "I don't think Governor Morton will approve the action of the special commission appointed in rec-ommending a rifle for the use of the militia," said Captain Coulston to a Tribune reporter on Saturday night. The captain gave the impression that he believed the whole procedure of the commission in selecting the Savage gun wou Governor Morton as unsatisfactory, and that he would consider there was ample reason for refus-

ing to approve the selection. "I do not believe that any of the guns exhibited was as good as the present rifle we have, the Remington, and the Remington, I think, is in-ferior to the Springfield rifle," continued Captain Coulston. "Assemblyman Abell's bill confined the commission to the selection of a rifle of small bore and made for smokeless powder. I do not think smokeless powder is of value for the National Guard. The United States Army lost sight of Guard. The United States Army lost sight of accuracy in seeking for a low trajectory and long flight. The result is a flight too swift for accuracy. Like the explosive ball used in Cuba, the buillet of those low-trajectory rifles does not keep in a straight line. The low-trajectory rifle of the Regular Army has turned out so bad that the team from Fort Sheridan will not shoot this year, hecause of the inaccuracy of their arms. One defect of the Savage gun is that it has no wind-gauge.

gauge.

"Let the Savage rifle be adopted once and sentiment will be aroused against it quickly enough when the members of the Guard are called upon to use it."

when the members of the Guard are caused upon to use it."

The drum and fife corps of the 47th Regiment celebrated the ending of summer with a "stag" entertainment and a supper. "Dan" J. Brinsley, who is at the head of the corps, ranks high among the drum-majors of the State.

The Hobo Outing Club of the 47th Regiment is spending from Friday night until to-night at Sag Harbor. The club enjoyed its annual dinner in the course of the visit.

Bandmaster Kirchner of the 12th Regiment has dedicated his latest composition, "The March of the Veterans." to Colonel William L. Warson.

Captain John T. Jennings of Company B. 13th Regiment, will remain with the company until January 15, when he will have earned his fifteen years' service medal.

GATHERED ABOUT THE TOWN.

E. M. Hubbard, thirty-one years old, a salesman of No. 2,659 Fulton-st., was arrested yesterday on a charge of forgery, by Detective-Sergeant Delehanty, of the Ninth Precinct. He was accused of passing a forged check on the Bedford Bank.

James Nelson, a driver, twenty-three years old. was arrested yesterday charged with obtaining a bundle of old newspapers valued at \$2 60. He had represented himself, it is alleged, as a collector for a The complainant was Joseph Mangin, of No. 246 Navy-st.

Harry Wolfert, or McCarthy, nineteen years old, is missing from his home, No. 237 Adams-st., and a general alarm has been sent out. He disappeared on August 24. He is described as of light complexion, with brown hair, wearing a black diagonal sack suit, light tennis shirt, straw hat and laced shoes. He is known to be subject to St. Vitus's dance.

Detective Behien, of the Greenpoint-ave. station, yesterday found Daniel Dougherty, eighteen years old, of No. 627 Humboldt-st., surrounded by a number of young men at Norman-ave, and Guernsey-st, playing the sweatboard game. Dougherty was arrested, the others escaping. He will be arraigned to-day in the Ewen Street Police Court on a charge of gambling.

A horse attached to a confectionery wagon, owned and driven by William Briete, of No. 452 Henry-st., ran away at Smith and Sackett sts. late yesterday afternoon. Briete was thrown out of the wagon and seriously injured. He was taken to the Long Island College Hospital. Michael McLaughlin, twenty-one years old, of No. 79 Pacific-st., made a courageous attempt to stop the runaway horse, but he was knocked down and run over, receiving a bad scalp wound and other injuries.

TWO ESCAPES FROM DROWNING.

E. B. Osgood, of Bay Seventeenth-st. and Bathave., Bath Beach, and Harry B. Hopkins, of Brooklyn, had a narrow escape from being drowned while fishing off Norton's Point yesterday morning. The men had been out in a rowboat for some time, and they were just about preparing to return to the shore when a squall came along, upsetting the boat and throwing the men into the water. With con-siderable difficulty they managed to right the boat and get it ashore, after half an hour's work with the heavy sea and a strong wind which was blowing against them.

the Shore Road, Sheepshead Bay, in which Policeman Daniel Bailey, of the Twenty-fourth Precinct, lost his life and Policeman John P. Morgan was severely injured by being run into by a "wildcat" engine of the Kings County Elevated Rail-

which were attached to it, strenge to say, were not hurt in the least, and they returned to the station-house yesterday morning after wandering around for some time. It was at first reported that the horses were killed.

As there is no matron stationed in the Twentyfourth Precinct House it is necessary to convey women prisoners to the Twenty-eighth. The wagon had been to the latter place with a woman pris-oner and was returning with the two officers the disaster is at present hard to say. The flagman, Henry Croswell, of Sheepshead Bay, asserts that at the time the engine came along he was off duty, and had a perfect right to be away. He great use of it. had left his post every night after the last train to Brooklyn, he says, and he never remained to look out for the single engine, which always comes

about five minutes after the last train.

Isaac Phillips, of No. 28 Hendrix-st., the engineer of the elevated engine, was taken before Justice Nostrand yesterday and held in \$1,000 bail on a charge of mansiaughter in the second degree, while Croswell, who was also held in the same amount for mansleughter, had an additional charge of intoxication lodged against him. Phillips was bailed out by the railroad company, while Policeman Morgan, when seen by a reporter yes-

terday, told the following story:

"Bailey and myself had just taken a woman to the Sheepshead Bay Station and were on our way home to Coney Island, when the engine came along at a tremendous rate and struck us. The night was intensely dark, and we were going along carefully at the time, but failed to see the usual danger signals, which should have been displayed. Just as we were about to cross the track I heard the rumbling sound of the engine approaching. I knew that there was no time to be lost, and, calling to Balley to look out and hold fast. I whip, at the same time letting the reins hang loose in order to give them headway. The engine by this time was only a few yards away, but no warning was given of its approach, neither by bell nor whistle. As I was leaning over the backs of the horses the engine struck the wagon with great force. I was thrown over the side into the creek, The horses went over with the wagen, and Balley

"The engineer and fireman managed to bring the engine to a standstilland came to our assistance, but as Bailey was dead and they could be of little use the engine started on its way to the city, while made my way back to Sheepshead Bay. There I met Roundsmen Corris, who summoned help. He then ran shead of the men to the scene of the accident, where Balley was found with his head and face buried in the mud at the edge of the creek."

Phillips ran his engine to Brooklyn and afterward gave himself up to the police. He says that he did not see the patrol wagon until he was within about fifteen or twenty feet of it, and that he could not avoid the accident at such a snort distance. Had the flagman been at his post the collision would not have happened, he declared.

Sergeant Lawson and Captain Knight of the Twenty-fourth Precinct say that when the flagman was arrested he was in an intoxicated condition, but this he yesterlay denied, saying that he was perfectly sober. Both the engineer and flagman will be arraigned before Justice Nostrand in the Coney Island Folice Court for further examination this morning.

Dr. Boyce, of the Coney Island Emergency Hospital, who attended Policeman Morgan, says that he has lacerated wounds of the scalp, as well as severe builses on the body. Bailey, the dead doorman, was fifty-five years old, and had been on the force for six years. He leaves a wife and two grown daughters. Morgan is twenty-six years old, and has been on the force for four years. He is married and has two children. Both were considered experienced men, and had been driving over the route for several months.

DR. ASTON WILL NOT FLEE.

HE PREACHED LAST EVENING IN HIS CHURCH ON A PERTINENT TOPIC.

ton pastor of the Wi by declaring the church closed, but who has persistently refused to relinquish his pastorate, preached last night, as he had announced, on the subject. Troublous Times." The doctor took his text from Nehemiah vi, 11: "Should such a man as I flee?" Although carefully avoiding making any direct comparisons, it was evident that the minister in everything that he said meant to hold his experience in the Windsor Terrace Church as an exact parallel to that of Nehemlah when he at-tempted to rebuild Jerusalem. Nehemlah was reviled and slandered in his efforts to obey his com-mands from the Lord. Everything was done to hinder him. But all that he replied to these slan-ders and threatenings was that he was ordained by the God of Heaven, who would prosper his work. "Why should we discontinue a good work because some are moved to malice and slander?" They seked Nehemiah to compromise but he resolutely refused to treat with the devil. He said: "You must follow my example, bury the hatchet, wipe out all difficulties, open your hearts and purses, and then, and only then, shall we prosper." The only solution of all the troubles in the Church is a thorough denunciation of all that is past and has caused any difficulty.

The doctor closed by praying that his flock might speedily see the error of their way and be united. About sixty people were in the congregation—more than at any time since the trouble began. Before the service an enthusiastic and largely attended young people's meeting was held. Yesterday morning the minister who was advertised to preach did not appear, and br. Aston gave an informal talk. Why should we discontinue a good work because

FUNERAL OF CAPTAIN GEORGE DICK.

The funeral of Captain George Dick, who died suddenly on Saturday morning, was held at his home, No. 676 Tenth-ave., yesterday afternoon. The body was then taken to St. George, New-Bruns-wick, for burial. Captain Dick was born there in 1833. For almost thirty years he followed the sea. 1835. For aimost this The last vessel he commanded was the schooner Glad Tidings, of St. John, New-Brunswick. In 1878 Captain Dick resorted to become a landsman. He organized the firm of Dick & Churchill, to engage in the stevedore business, which occupied his attention up to the time of his death.

WILLIAM G. PIERSON BURIED.

The funeral of William G. Pierson, well-known as the bondsman of John Y. McKane, who died on Thursday, took place at his home, No. 579 Jefferson-ave., at 2 o'clock yesterday afternoon. There were over one hundred friends and relatives present. There were a large number of heautiful floral tributes. At 2 were a large number of headuful noral tholtes. At a o'clock services were conducted by the Rev. T. B. Oliver, pastor of St. Bartholomew's Episcopal Church. Mr. Pierson was a prominent Mason and at 3 o'clock a Masonic funeral was held. A large number of the members of the Brooklyn Masonic Veterans and Acanthus Lodge, No. 719, F. and A. M., were present and followed the body to Greenwood Cemetery, where the Masonic rites were observed.



Estelle—I know that he is experienced in love-making isabella—How? Estelle—He didn't embarrass me by asking me if I loved him until after he had asked me to be his wife.—(Truth.

NO FAVORS FOR M'KANE.

SING SING PRISON OFFICIALS DENY THAT HE HAS ANY BETTER TREATMENT THAN THE

OTHER PRISONERS RECEIVE. The officials of the State Prison in Sing Sing yesterday denied the rumors circulated recently that John Y. McKane had privileges in the prison which are denied to the other prisoners. Warden Sage is absent on his vacation, but Secretary Hickey, speaking for the Warden, said there was no truth in the statements that had been made by discharged convicts.

As to his having a private icebox, that was to-tally untrue, Mr. Hickey said. There was an iceinvestigating the accident which occurred at 11:15 box as described, but it was not for McKane's o'clock on Saturday night at Emmons-ave. and sole use. Each shop has ice daily to cool the water. McKane saw the ice melt rapidly and, being a carpenter built a small icebox to save the day's allowance of ice for the shop in which he is employed, so that the supply would last through the day.

As for the prisoner reading until 11 o'clock or The patrol wagon now lies smashed to pieces in later, that was true, but every prisoner had the the waters of Coney Island Creek, but the horses right to read if he wanted to. The fact that Mc-Fane availed himself of the privilege was not the concern of the officials. Since the electric-lighting system had been extended to the cells, there was no reason why the prisoners could not read as long as they wished. When other lights were used there was added cost if convicts read late at night, but now the added cost of the lamps being burned an hour or two was so small that the restriction on their use had been removed.

McKane was not the only prisoner who read until when the accident happened. Who is to blame for late at night. There are others in the prison, who, like McKane, are undergoing imprisonment

like McKane, are undergoing imprisonment for some crime, but are not criminals by nature. Some of these men welcomed the right to read and made great use of it.

McKane, Mr. Hickey said, never had different food or more of it, than the other prisoners, except when he was sick and something had to be given him from the hospital. Mr. Hickey said that McKane was a sick man, and few of the prisoners would work while as sick as he. They would long ago have sought berths in the hospital.

McKane has, perhaps, more visitors than most of the other prisoners. The visitors were mostly lawyers, and most of his letters were to his counsel. He had large interests when convicted, and they are being wound up, and his counsel is never denied any prisoner. Any lawyer may see his client at any time within reasonable hours.

Some latitude might to read and made labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the prison. For Burday only, stepping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to find the labands and Montreal. Friday only, seeping car to describe the labands and Montreal. Friday only, seeping car to describe and Montreal. Priday only, seeping car to consider the constant friday of the find of the labands and for find sending seeping care to consider the order of the constant friday of the find of the labands and for find sending seeping care to consider th

prison at present, it is said, who have been in State prisons more than once before, who are enjoying the same latitude as McKane. As for McKane being allowed to have wine, he does not drink it, and seldom, if ever, did when he was at Coney Island.

WORK, THE TRUE WORSHIP.

THE REV. C. S. BROWN'S LABOR DAY SERMON LAST EVENING.

The Rev. C. S. Brown, rector of Grace Protestant 2:00 Episcopal Church, of Columbus, Neb., who in Dr. Parker's absence has been officiating in St. Peter's Protestant Episcopal Church, selected for his closing discourse last evening a Labor Day sermon.
Taking as his text St. John xxxi, 3, "I go a-fishing," he said in part: "Those who are waiting for the coming of Christ are wise to have their time employed in the doing of the daily round and common tasks. The Thessalonians, fancying from Paul's first letter that the second coming of Christ would be soon, ceased entirely from labor, and, like those fanatics in New-York last week, did nothing but waiting and watching. On the dark day in New-England a Senator observed, 'If the Judge come He had better find us at our posts.' Again, visions of God and of His Son are to be expected by laboring God and of His Son are to be expected by laboring men as well as by the prophets and seers. In Bible days revelations were made to the cowboy Amos, to the Judgean shepherds, the carpenter Jesus ,the tentmaker Paul. Let labor to-day have visions of God, who is love; yea, and capital, too-and goodby to the strike and lockout! As true worship may go up with the sparks from the black-smith's forge as with the incense in a cathedral; as acceptable praise may ascend on high in the clink of the workman's hammer as in the notes of the many-voiced organ. Work is the best remedy for despondency. 'Go thou,' is Christ's cure for the blues.''

Mr. Brown's ministrations have been greatly and the strike and seers of the blues.''

Trains leave W, 42d St. Station, N. Y., as follows, and 15 in, earlier from foot Frankin st.;
3.30 A. M. Daily, Local to Bluany, for Catskill Mountains and Saratoga Parker car to Albany, Sundays only, 1.50 A. M. Daily, except Sunday, for Catskill Mountains, New Paliz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George, Parker cars to Bloomville, Saratoga and Mohoreal. Steeping car, Albany, Coleviand, Chicago, Hanny, Carlon, Chicago, Parker cars to Albany, Saratoga and Mohoreal. Steeping car, Parker cars to Buffalo, Niagara Falis, Toledo, Cleveland, Chicago, Parker cars to Bloomville, Saratoga and Albany, Saratoga and Mohoreal. Steeping car, Albany, Carlon, Mr. Saratoga and Mohoreal. Steeping car, Albany to Mohoreal.

Mr. Brown's ministrations have been greatly appreciated, and at the close of the service the members of the congregation gathered around to wish him a hearty farewell and success in his Western field of labor. Gratitude was also expressed for the generous services of Mrs. Brown, who has a reputation as a contraito solvist.

STATEN ISLAND'S MAIL SERVICE.

INSTANCES OF ITS INEFFICIENCY DETAILED BY A SUFFERER.

To the Editor of The Tribune. Sir: Few places within 100 miles of New-York and the hours at which it was received at each place. probably none within the immediate limits of the York are possessed of a more uncertain or abominable mail service than that with which the son who complains about the service does not unpresent Administration has afflicted Staten Island. The individual who lives in the innermost recesses of personally discriminated against. The mail service country town reasonably expects to get his mail within a period of twenty-four hours if he is within

The postmark at Tompkinsville showed that it arrived The postmark at Tompkinsville showed that it arrived there in the evening. The railroad mail clerk who is stationed at St. George was then off duty, and it service at Staten Island was considered exceptionally could not be sent to him for reshipment to Stapleton, where it properly belonged. The result was that it remained in the Tompkinsville postoffice that night. The next morning it was sent back by the early mail. It finally got to its proper destination at 5 o'clock the next day, or over twenty-four hours from the time it left New-York. The man service from the island to New-York is almost as bad, and is so un-certain that individuals who must have a fair degree of promptness employ messengers to carry their notes at an increased expense. Letters which have been sent from places on the east shore on the 7:20 se o'clock mail in the morning rarely if ever get into offices a block away from the Postoffice in New-York at 11 o'clock. This has been found to be the experience of the writer. Recently a letter was sent from the island, leaving on the first mail. The letter arrived at the General Postoffice, according to the postmark, four hours later. An individual can readily get from Staten Island to the City Hall with ease in fifty minutes at the outside. Three hours and fifteen minutes later this letter was delivered from the Postoffice to an office in Fulton-st. It had been seven

Bailroads

AMERICA'S CREATEST RAILROAD. NEWYORK

& HUDSON RIVER R. R. FROM GRAND CENTRAL STATION, 42D STREET.
7450 A. M.—Except Sunday. For Advendack Mountains. Thousand Islands and Montreal.
BERO A. M.—Except Surday. Empire State Express;
Fastest train in the world. Stops at Albany, Utica.
Syracuse and Rochester. Due Buffalo 4:49 p. m.,
Niagara Falls 5:55 p. m. This train is limited to
10 seating capacity.

9:30 A. M. -Daily. Fast Mail for Poughkeepsle, Al-bany, litten, Syrvouse, Rochester, Buffalo, Niagara bany, Utica, Syracuse, Rocheston, Paris, Chicagh, Fails, Chicagh, Fails, Chicagh, St. A. — Except Sunday, For Catskill Mountains and Mon-Saratoga, Lake George, Green Mountains and Mon-Saratoga, Lake George, Green Mountains

Saratoga. Lake George, Green Express. For Catskill Mountains. Richfield springs and all important New York State Bolita.

1:00 F M.—Daily. Southwestern Limited. For Columbia M.—Daily. Southwestern Limited. For Columbia Columbia. Politics of the State Bolita and St. Louis. Stops St. Politics of the State Albany. Lites. Syracuse. Rochester and English. Albany. Lites. Syracuse. Rochester and English. The Columbia Columbia Stops at Pourhkeepsie. Albany. Schenectady. Utlea. Syracuse. Rochester and Burgal.

land, Toledo and Chicago Stops at Pougakeepsie,
Albany, Schemetady, Litica, Syracuse, Rochester
and Bural, Schemetady, Litica, Syracuse, Rochester
and Bural, Schemetady, West Point, Poughkeepsie,
Catskill Mountains, Albany, Troy, Saratoga,
4:30 P. M.—Daily, North Shore Limited, Due Detroit,
S.20 a. m. Chicago 4:30 p. m. Stops at Albany,
Utica, and Syracuse,
Gi00 P. M.—Daily, For Albany, Troy, Utica, Syracuse,
Buffalo, Niagara Falls, Cleveland, Toledo, Detroit,
Chicago, Cincinnati, St. Louis,
G:25 P. M.—Daily, For Albany, Troy, Adirondack,
Mountain resorts south of Lake Clear, Saranac,
Lake, Lake Placid, Lake George, Lake Champiain,
and Ottawa.
7:00 P. M.—Daily, For Albany, Troy, Utica, Adirondack,
Mountain points north of Lake Clear, Thousand
Islands and Mourteal, Friday only, sleeping car to
Fution Chain.
7:30 P. M.—Daily, For Buffale, Niagara Falls, Clove-

to Chicago, Cleveland and Cincinnary Dining
Car M.—Buffalo and Cleveland Vestibuled Express, Dally arrives Buffalo 7:15 A. M. Bradford 7:15 A. M. Bradford 7:15 A. M. Stepers to Buffalo and Cleveland, making direct connections for Detroit, Chicago and the Wat.

14.5 P. M.—Vin Chautanqua Lake and Nisaras Fals folo, Chicago and Cincinnati, Dining Car.

15. P. M.—Vin Chautanqua Lake and Nisaras Fals folo, Chicago and Cincinnati, Dining Car.

16. P. M.—Vin Chautanqua Lake and Nisaras Fals folo, Chicago and Cincinnati, Dining Car.

16. P. M.—Vin Chautanqua Lake and Nisaras Fals folo, Chicago and Cincinnati, Dining Car.

16. P. M.—Vin Chautanqua Lake and Nisaras Fals folo, Chicago and Cincinnati, Dining Car.

16. M. J. P. M.—Vin Chautanqua Lake and Nisaras Fals fals, Chicago and Chicago and Chicago and Chicago and Chicago and Chicago and Cincinnation of the Chicago and Cincinnation of the Chicago and Chicago and Cincinnation of the Chicago and Cincinn

WESTSHORE R.R.

Saratogs and Montreal. Sleeping car, Albany to Mon-treal.

7.45 P. M. Delly, except Sunday, for Utica, Syracuse, Rochester and Suffaib.

8.15 P. M. Dally for Albany, Utica, Syracuse, Rochester, Ruffaib, Niagara Falls, Toronto Detroit, Cleve-land, Chicago and St. Louis.

Por tickets, time tables, parior and sleeping-car accom-milations apply city offices, Brooklyn and New York, and at stations. The tables at principal notels. For other information of the Albany Company of the Company of the Com-trol of the Company of the Company of the Company of the Com-trol of the Company of the Company of the Company of the Com-trol of the Company of t on address
C. E. LAMBERT, General Passenger Agent,
B Vanderbilt ave. New York.

Saturday, where the schedules of outgoing and incoming mails are kept, that in order to explain why a had seemingly failed of prompt delivery was necessary to have the envelope, and to record

"If you can furnish the envelope we can investigate derstand its workings and thinks that he is being between Staten Island and here is a good one. Four round trips are made daily, giving four malls to and a country town reasonably expects to get his mail within a period of twenty-four hours if he is within a short distance of the City Hall, New-York But Staten Islanders do not. They are learning from experience of a kind that is anything but pleasant that they might as well be in the Adirondacks instead of within five miles of the Mayor's office, so far as getting their letters with any degree of regularity is concerned. In fact, they know that, under the crude moss-covered customs which exist, anywhere from a day to a day and a half are necessary to get a letter from New-York at times, and woe be the result if any mistake is made in the address of the letter. If the receiver gets it in two days he is incky. Recently a letter was mailed to a gentleman in one of the offices on the east shore of the island—Stapicton. By a mistake this letter was addressed to Tompkinsville, which is a little less than a mile from Stapleton, and one station north of it. The letter was mailed, as shown by the postmark, in the early afternoon from the General Postoffice of the receiver gets it in two days he is incky. Recently a letter was mailed to a gentleman in one of the offices on the east shore of the lisland—Stapicton, and one station north of it. The letter was mailed, as shown by the postmark, in the early afternoon from the General Postoffice in New-York. The postmark at Tompkinsville showed that it arrived there in the evening. The railroad mail clerk who is

service at Staten Island was considered exceptionally good.

"Hesides our scheduled round-trip deliveries," said he, "which are in charge of a postal clerk who travels with the mai, and sorts it can route, we have special pouches, which leave here about 5 p.m. every day, and are sent directly to the several postofflees on Staten Island. As for the letter you refer to, which was said to have been sent here on the first mail from that place and was not delivered until seven hours later, that might be explained in two ways. Either it may have been held over at Staten Island, and not sent until the second mail trip started, or clse there may not have been time enough after its arrival here at \$37 a. m. to get it off on the first delivery, which begins at 2011 a.m. In either case it would not be sent out until the second delivery started, at 12:05 p.m. The thousands of letters which have to be sorted in the marning make the press of work heavy. A letter coming in from \$1. George then would have to be sorted at four different points, and might easily be delayed over one delivery.

GRACEFUL COURTESIES RECALLED.

AMERICAN SUPREME COURT JUSTICES IN ENGLAND.

From The Chicago Times-Herald,

minutes atter this letter was delivered from the Postoffice to an office in Fulton-st. It had been seven hours in transit.

Staten Island people have other just complaints against their mail service. About three years ago the villages of Port Richmond and Edgewater, which take in a large territory, were promised, under Democratic administration, a free delivery service, to which they were entitled. The postoffice inspector visited the place, laid out routes, and then declared that the villages were entitled to the service. "But," said hevillages were entitled to the service. "But," said hevillages were entitled to the service, "But," said hevillages were entitled to the service were were the till the treaty of peace of 138. The result of
minutes with the village of Eugent said the terminal to the place of the till the treaty of peace of 138. The result of
minutes with the place of the till the treaty of peace of 138. The r

Bailroads.

RAILROAD.

STATIONS foot of Deabrosses and Cortlandt Streets.

10.60 A. M. Fasty Line 28, 1836.

10.60 A. M. Ferst Line 28, 1836.

10.60 A. M. PENNSYLVANIA LIMITED Pullman Compartment Steeping Daina, Smekings and Observation Care. Arrives Chicago 9 A. M. Cleveland 4 50, 4 A. M. Chichnari 6 40 A. M. Indianapolita 8,00 A. M. Louisville 11,00 A. M., St. Louis 3,00 P. M., and Toledo 8,30 A. M.

2,00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping and Dining Cars to 8t. Louis, Louisville and Chicago, Arrive Cincinnati 10,45 A. M. St. Louis 1,24 P. M. Chicago, 5,5 P. M. St. Louis 1,24 P. M. Chicago, 5,5 P. M. next day.

7,45 P. M. SOUTH-WESTERN EXPRESS.—Sleeping and Dining Care to Chicago and Cleveland. Arrives Cleveland and Dining Care to Chicago and St. Louis, Arrives Cincinnati C P. M. Indianapolis 10,15 P. M. St. Louis 7,7 M. Record merming.

8,00 P. M. PACIFIC EXPRESS.—Pullman Sleeping Cart to Pittsburg. Connects for Chicago daily and Civvland and Toledo except Salurday.

WASHINGTON AND FHE SOUTH.

to Pittsburg. Connects for Chicago daily and Toledo except 15 20 day.

and Toledo except 15 20 day.

AND FHF. SOUTH.

S.20 6.35 10.00 (Digital Fact 11 A. M. 1. 2.10 d.20

"Congressional Lim."

"And A. 20 "Congressional Lim."

Sunday 8.30 6.30 11 A. M. 20 "Congressional Lim."

"All Parlot and Digital Cara 4.30 (Digital Car) 5.20 (Digital Car) 6.20 (Dig Springs, 12 in night daily. Sleepers to New-Orlesses and Jacksonville.

ATLANTIC COAST LINE -0.20 A. M. d. ity. Sleepers to Port Tampa and Macon. 9.00 P. M. daily. Sleeper to Jacksonville.

CHESAPEAKE & OHIO RAILWAY.—Express 5.20 P Maily. Through Sleening and Dining Care.
For Old Point Comfort and Norfolk via Cape Charles.
Route S A M week-days, and with Through Sleeper.
Allantic. M. Asily le City 1.50 P. I. week-days. Through Buffet or Car and Day Coach. ane May 11.00 A. M., 1.00, 1.50 and 2.10 P. M.

week-days.

For Long Prench. Ashery Park Ocean Grove and Point Pleasant 3.20, 7.40, 9.10, 10.00 A. M. 12.10, 12.0 (Saturdays only, 2.30, 2.10, 3.40, 4.20, 5.10, and 7.50 P. M. week-days. Sundays (stop. at Talertaken for Asbury Park), 8.15, 9.45, A. M. 5.20 P. M.

FOR PHILADELPHIA. 629, 730, 8, 80, 9, 930 (10 Penna, Limited), 10,10 (Diating Car), 11 A. M., 12, 1, 210, 3, 4, 430, 430 (Dining Car), 20 (Dining Car), 20 (Dining Car), 50, 8, 9, M. 12, 15 night, Sundaya, 6, 5, 830, 9, 930 (10 Limited), 10, 11 A. M., 2 (Dining Car), 4, 430 (Dining Car), 6, 20 (Dining Car), 6, 20 (Dining Car), 7, 45, 8, 9, P. M., 12, 15 night.

Fullon-st, and 1880 h. st. Station. New York 335 and 720.

Baggage checked from hotel or traidence by the Westcott Express Company.

JOHN M. TOUCEY.

General Passenger Agent.

Through trains leave New-York, foot of Chambers-st.,
is follows, and five minutes earlier from West 236-st.;

9:00 A. M.—Vestibuled Express Daily for Wavedly.

Tool Binghamton, Eltrials Puffeld Bradford, Jamestown, Meadwille and the West. Arrive Bursho

Tool P. M.—Westibuled Limited fast mail Daily, soil

200 P. M.—Vestibuled Limited fast mail Daily, soil

Correct Company of the Chicago, its Chausa of the Chicago of P. M. Seepers
to Chicago, Cleveland Cleveland Continued Dining

20 P. M.—Buffalo and Cleveland Vestibuled Express Daily, arrives Cleveland 7:49 A. M., Chicago 5 P. M. Seepers
to Chicago, Cleveland Cleveland Vestibuled Express Daily, arrives East Daily, arrives Cleveland Cleve

FOR LONG BRANCH, OCEAN GROVE, &c.
For Reil Bank, Long Branch, Asbury Park,
Grove, and points south to Point Pleasant, 4:30, 8:30,
4:00 (4:30 to Red Bank), 4:45, 5:30, 6:15 (8:00 Saturdays
only, to Asbury Park and Ocean Grove), P. M. Sundays,
ftistop at Intertaken for Asbury Park and Ocean Grove),
Silfs AM, 1:30, 1:00 P. M.
For Lakeweed, Toms River, Barnegat Park and Branes,
Sat, 4:30, 8:30 A. M., 1:30, 4:30 P. M.
1:30 Silfs A. M., 1:30 Saturdays
It Sundays 8:15 A. M., 4:00 P. M. SANDY HOOK ROUTE.

FOR LONG BRANCH OCEAN GROVE. &c.
From Pier 8, N. R., foot of Rector-at.
For Atlantic Highlands, Highland Beach, Normandie,
Rumson Beach, Seabright, Montmouth Beach and Long
Branch at 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30,
5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Asbury Park, Ocean Grove and points
south to Point Pleasant, 11:00 A. M., 1:00, 2:00, 3:45,
4:20, 5:30 P. M. Sundays esten at Interlaken for Asbury
Park and Ocean Grove), 1:00 P. M.
For, Lakeweed, Toms River and Barnegat, 4:30 A. M.,
1:00, 2:45 P. M. * Lakewood, Toms River and 3:45 P. M. Juntic City, Vineland and Bridgeton 4:30 A. M., 1:00

ROYAL BLUE LINE

TO PHILADELPHIA BALTIMORE AND WASHINGTON.

For Philadelphia, week days, 4:30, 8:00, 8:15, 9:00, 16:00, 11:20 (Dining Car) A. M., 1:30, 2:00, 3:30, 4:00 (Buffet Parlor Car), 4:20, 5:00 (Dining Car), 6:00, 7:30, 9:00, 10:00, P. M., 12:15 night, Sundays, 4:30, 9:90, 10:00, 11:30 (Dining Car) A. M., 2:00, 4:00, 5:00 (Dining Car), 6:00 F. M. 12:15 night, For Battimore and Washington, week days, 4:30, 8:15, 10:00, 11:30 (Dining Car), A. M., 2:00, 3:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 10:90, 11:30 (Dining Car), A. M., 2:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 6:00 P. M., 12:15 night, Sundays, 4:30, 6:00 P. M., 12:15 night, Sundays, 4:30, 10:90, 11:30 (Dining Car), A. M., 2:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 10:90, 11:30 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night, Sundays, 4:30, 5:00 (Dining Car), 6:00 P. Tickets and parler-car seats can be procured at foot of Liberty-st. 113, 172, 261, 415, 944, 1, 140, 1, 322 Broadway, 237 6th Ave., 31 East 14th-st., 153 East 125th st., 237 West 125th-st., 231 Columbus Ave. New-York, 4 Court St. 860 Fulton St. Brooklyn 98 Broadway. Williamsburg. The New-York Transfer Commany will call for and check baggage from botels or residence to destination.

LEHIGHVALLEY RAILROAD

Stations foot of Cortlandt and Desbrosses ats, 6:40 A. M. dally (Sundays, 7:00 A. M.) for MAUCH CHUNK and intermediate attitions. S:15 A. M. dally for ITHACA, GENEVA, ROCHES-TER, BUFFALO, NIAGARA FALLS, SUSPENSION BRIDGE, and the West, and principal local points; dining-car to Suspension Bridge; Puliman Vestibule Sleeper to Chicago.

11:00 A. M. dally, except Sunday, for MAUCH CHUNK and intermediate points. Connections for Read-

ng and Harrisburg. 12:00 noon dally, except Sunday.

"BLACK DIAMOND EXPRESS" arrives Buffajo 10 P. M. Through car to Rochester. Pullman Vestibuled. Day Coaches and Parlor-Car. Dining-Car Service. Meals a la carté.

12:40 P. M. daily, except Sunday, for L. & B. Junction and intermediate points.

1:40 P. M. daily, except Sunday, for L. & B. Junction and intermediate stations. Chair-cars to Wilkesbarre. 3:30 P. M. (Sundays only), for Mauch Chunk and Huzleton, and all intermediate stations.

4:10 P. M. daily, except Sunday, for L. & B. JUNCTION and principal intermediate stations.

4:10 P. M. daily, except Sunday, for L. & B. JUNCTION and principal intermediate stations.

4:10 P. M. daily, for Easton and intermediate stations. Chair-car to Easton.

6:10 P. M. daily, for Easton and intermediate stations. Chair-car to Easton.

6:10 P. M. daily, for EINFFALO, NIAGARA FALLS and all points West. Pullman Sleeper Vestibuled Train. N. Y. to Chicago. Sleeper to Ruffalo and Toronto. Convections for Reading and Harrisburg.

9:00 P. M. daily for ITHACA, GENEVA, ROCHESTUR, RIFFFALO, MAGARA FALLS and all points with the pullman Sleeper to Chicago and Buffalo. Chair-car to Wilkesburg.

11:50 F. M. daily, except Sunday, for EASTON and intermediate spints.

Additional local trains daily, except Sunday, for ROUND RROCK and intermediate spints.

Additional local trains daily, except Sunday, for BOUND RROCK and intermediate spints beave as follows: 9:00 A. M. 2 no P. M. 4:20 P. M. and 6:20 P. M. Tickes and Pullman accommodations at 235, 273, 944, and 1,223 lercalway, dl East 11th St. 136 East 12th St., 127 Rower N. Y. 800 Fullen St. 4 Court St. 98 Broadway, and Recekton Annex, Procktyn.

New-York Transfer Company will call for and check bagunge from hotel or residence through to destination.

DELL. LACKAWANNA AND WESTERN R. R.

DEL., LACKAWANNA AND WESTERN R. R. Stations in New-York, foot of Barciny and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS FINTSCH LIGHT.

Direct routs to NEWARK, BLOOMFIELD, MONTCLAIR, THE, OFANGES, Summit, Barnardsville, Basking Ridge, Madison, Morriston, Passaile, Faterson, Beonton, Dover Stantone, NEWTON, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, Schoolkey's MOUNTAIN Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, POSONO MOUNTAIN, SCRANTON, FITTSTON, WILKESHARRE, NANTICOSE, DANVILLE, NORTHCUMBERLAND, Montrose, BINGHAMTON, ONFORD, NORWICH, Waterstille, UTICA, RICHFIELD, SPRINGS, COTtand, STRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, SATH, DANNYILLE, BUFFALO and all foints WEST, NORTHWEST, AND SOUTHWEST.

800 A. —BINGHAMTON MAIL. Stops at principal stations.

DEL., LACKAWANNA AND WESTERN R. R.

toints WEST NORTHWEST AND SOUTHWEST.

8:00 A. M.—EINGHAMTON MAIL. Stops at principal

10:00 A. M.—Cafe Carl. BUFFALO. SCRANTON, BINGHAMPON, UTICA, RICHFIELD SPRINGS. SYRACUSE and OSWEGO EXPRESS. Pullman Buffet Parlor Cars. connect at Buffalo with train for Chicago
and points west.

1:00 P. M.—Cofe. Carl. SCRANTON. WILKESBARRE,
and ELMIRA EXPRESS. Pullman Buffet Parlor Cara,

2:00 P. M.—SCRANTON. WILKESBARRE and PLYMOUTH ENPRESS. Pullman Buffet Parlor Car.

7:29 P. M. (Datyl.—Buffalo Vestibuled Limited Express
for SCRANTON BUNGHAMTON. ELMIRA, BUFFALO. Pullman Buffet Sleeping Car Connects at
Buffalo with train for Chicago and points west.

2:20 P. M. (Buffalo Buffalo SCRANTON BUNGHAMand OSWEGO ENPRESS. Pullman Buffet Scopera.

TICKETS AND PULLMAN ACCOMMODATIONS at 14
Park Place. 4:29 Benedicay. Tickets at ferry staffons. 4:12
Proceducy. 11 4th-ave., cor. 12th-at.; 5:3 West 125th-at.

2:35 Chiumburane. New-York; 2:35 and 7:25 Fullons. and

1:36 Broadway. Recoklyn. Time tables giving full information as all staffons.

WESTCOTT ENDRESS COMPANY Will call for and
check bareage from bittel or residence to destination.

BALTIMORE& OHIO.

Deave New York, foot of Liberty St., daily. CHICAGO, 2 P. M., and 12.15 night. PITTSBIRG, 3.30, ex. Sun., 2 Sun., 12.15 night. CHICAGO, 2 P. M., and 12.15 night. CHICAGO, 15 P. M., and 12.15 night. CHICAGO, 15 P. M., 12.15 night. WASHINGTON, BALTIMORE, S.15, 10 (Doing Car), 11.30 a. m. (Dining Car), 2, 3.30 (Dining Car), 5 (Dining Car), 6 p. m., 12.15 night. Sunday 10 (Dining Car), 11.30 a. m. (Dining Car), 2 (Dining Car), 5 (Dining Car), 6 p. m., 12.15 night.

NORFCLK, 11.37 a. n. daily.

NEW ORLEANS Through Sieeper, 5 p. m. daily.

All trains are illuminated with Piniach Light.

Offices: 113, 172, 201, 415, 140 B'way, 31 E. 14th St., 127 Bowery, N. Y., 339, 344 Fulton St., Brooklyn, Station foot of Liberty St., C. R. R. of N. J. Baggage checked from hotel or residence to destination.

NEW-YORK AND LONG BRANCH RAIL

ROAD.

SUMMER TIME-TABLE.

For Red Bank. Long Branch. Elberon. Ocean Grove.
Asbury Park. Beimar, Spring Lake and Point Pleasant.

Trains leave foot Liberty Street: 4.50 8.30, 10.30, *11.30
4.40 (Red Bank only), 4.45, 8.30, 6.15, 8.00 P. M. (Saturdays only), 1.30, *2.15, *3.30, 4.00
4.40 (Red Bank only), 4.45, 8.30, 6.15, 8.00 P. M. (Saturdays only to Ocean Grove and Asbury Park). Sundays.

**P.15 A. M., 1.30, 4.00 P. M.

Trains leave foot Cordinant and Desbrosses. Streets:
8.30, 7.40, 9.10, *10.00 A. M., 12.10, *1.20 (Saturdays only),
2.30, *2.10, *2.40 (except Red Bank), 4.20, *2.10, 7.00

P. M. Sundays 8.15, *9.45 A. M., 5.20 P. M.

Sundays trains do not stop at Ocean Grove and Asbury

Pek